

minute and to revise and extend his remarks.)

Mr. CHAFFETZ. Just a few weeks ago, the Democrats slammed through a \$1 trillion stimulus bill by scaring the American people, by declaring that the economy would collapse without it. This so-called "recovery plan" grew government and not jobs. It created 33 new Federal programs and gave record money to 73 other Federal programs. Forgotten in this mix is the American taxpayer.

A few days ago, the President, in his first Cabinet meeting, asked his administration to find \$100 million—that's million with an "m"—in savings. So the President asked for and got \$1 trillion and now wants to save \$100 million. How much is \$1 trillion? If you spent \$1 million a day every day, it would take you nearly 3,000 years to get to \$1 trillion.

The Federal Government spends \$100 million every 13 minutes. Our government cannot be all things to all people. We have got to stop running this government on a credit card. I urge my colleagues to find ways to cut spending. And remember, it is the American taxpayers' money, not Congress' money, not the government's money.

THE WISDOM OF WASHINGTON

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Madam Speaker, this week we will see the 2009 budget coming before Congress for a final vote. In the wisdom that only the City of Washington, D.C., can bestow, this budget borrows record-setting sums, raises taxes, and spends taxpayer money at an unprecedented clip. This so-called wisdom produced a budget that places our children and grandchildren in a state of perpetual servitude to the national debt and is a perverse sort of wisdom indeed.

This reality brings to mind something that Thomas Jefferson penned in 1781. He said that "every government degenerates when trusted to the rulers of the people alone. The people themselves, therefore, are its only safe depositories."

The current conventional wisdom in Washington of borrowing and spending doesn't work for American families, and it won't work for the Federal Government.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken after 6:30 p.m. today.

RECOGNIZING THE ANNIVERSARY OF THE ACCIDENT OF SS SULTANA

Mr. SNYDER. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 329) recognizing the anniversary of the tragic accident of the steamboat ship SS Sultana, as amended.

The Clerk read the title of the resolution, as amended.

The text of the resolution, as amended, is as follows:

H. RES. 329

Whereas the explosion of the SS Sultana on April 27, 1865, is considered the worst maritime disaster in American history;

Whereas the steamboat ship SS Sultana exploded on the Mississippi River 7 miles north of Memphis, Tennessee, at 2:00 a.m.;

Whereas roughly 1,800 of the 2,400 passengers lost their lives in the tragedy;

Whereas 2,000 passengers on the SS Sultana at the time of the explosion were Union prisoners of war recently released from the Confederate Andersonville and Cahaba Prison Camps in Alabama;

Whereas several of the former prisoners of war were suffering from disease and extreme malnutrition caused by the overcrowded and unsanitary conditions at the prison camps;

Whereas the explosion was presumed to have been caused by a defective boiler trying to overcome the current of the Mississippi River;

Whereas the enormous loss of life was attributed to an overcrowded vessel caused in part by poor oversight on behalf of the Union commanding officers responsible for the release of the prisoners of war;

Whereas up to 300 of the initial survivors of the explosion later died from burns, hypothermia, or exposure;

Whereas then Secretary of War Edwin M. Stanton stated in his annual report for 1865 that the loss of "over 1200 officers and soldiers—a loss greatly increased . . . by an improper and unnecessary overloading of the boat";

Whereas only one of the several individuals responsible for the conditions of the steamer or the overcrowding of the vessel which contributed to the tragedy and large loss of life was ever prosecuted; and

Whereas the disaster received little attention in the newspapers or magazines of the time and is scarcely remembered today: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the 144-year anniversary of the tragic accident of the steamboat ship SS Sultana;

(2) honors the memory of the soldiers and passengers who lost their lives in this disaster;

(3) regrets the lack of military and civilian oversight that led to the explosion and tremendous loss of life; and

(4) rededicates itself to honoring all our veterans and military families with the highest level of support in quality resources, equipment and services.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arkansas (Mr. SNYDER) and the gentleman from Louisiana (Mr. FLEMING) each will control 20 minutes.

The Chair recognizes the gentleman from Arkansas.

GENERAL LEAVE

Mr. SNYDER. Madam Speaker, I ask unanimous consent that all Members

have 5 legislative days within which to revise and extend their remarks on the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arkansas?

There was no objection.

Mr. SNYDER. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, American history is a rich one when it comes to the Civil War. Unfortunately, not all events are known or remembered as they ought to be, and the tragic story of the Steamboat Sultana, lost April 27, 1865, is one of those events. Books can tell us the story today.

Retelling the story one night in 1994, author Jerry Potter, as an after-dinner speaker on a modern Mississippi riverboat, brought to life the events of his 1992 book, "The Sultana Tragedy: America's Greatest Maritime Disaster."

Each of the attendees, including me, at that very warm and comfortable banquet that night felt the horror as we realized survivors and bodies alike floated and bobbed down this very same Mississippi River on April 27, 1865, the same place that we were bobbing and having dinner that night. This is Potter's book.

Years later, other books have appeared. In 1996, "Disaster on the Mississippi: The Sultana Explosion, April 27, 1865." In 2009, just in the last few months, "Sultana: Surviving the Civil War Prison and the Worst Maritime Disaster in American History," by Alan Huffman. "The Sultana Tragedy," Jerry Potter's book, is printed by the Pelican Press, "Disaster on the Mississippi" by the Naval Institute Press, and the most recent book, "Sultana," by the Smithsonian Press.

Today, April 27, is another anniversary of these events. But why do most of us know more about the Titanic than the Sultana, even though more died in the Sultana? The end of a horrific war a few weeks before; the assassination of Lincoln, his death; a new President; April 26, the night before the Sultana sank, John Wilkes Booth was killed; a war-weary Nation trying to move on, tired of years of carnage. And one sad detail; most onboard the Sultana were not prominent like some of the folks on the Titanic. Most were enlisted Union soldiers recently released from the hells of POW camps. As Jerry Potter says, "Who remembers the steerage passengers aboard the Titanic?" I do want to point out there was one prominent American onboard the Sultana, U.S. Senate-elect from Arkansas, William D. Snow.

Now, there were certainly people on the east coast at that time that would say the same thing Jerry Potter said, "Who remembers the steerage passengers aboard the Titanic?" And so today we remind America and ourselves with this resolution, and today in Memphis, right now a ceremony of remembrance is taking place.